FINANCIAL AND COMMERCIAL

The Wind Up of the Week in Wall Street.

MONEY STRINGENT TO THE CLOSE

Pacific Mail Erratic-Suspicions of a Retreat of the "Bulls."

The Application for an Injunction Referred.

A FAVORABLE BANK STATEMENT.

Governments Dull---Foreign Exchange Higher---Gold Steady.

FURTHER ADVANCE IN SOUTH CAROLINAS.

The Cotton and Specie Movements and the Week's Imports of Foreign Merchandise.

SATURDAY, March 9-6 P. M. On 'Change to-day wheat was dull and a trifle armer. The cotton market was quiet and steady.

THE COTTON MOVEMENT.

The receipts of cotton at all the ports for the past week were 50,063 bales, against 73,702 the previous week. The total receipts since September 1, 1871, are 2,292,327 baies, against 3,051,230 for correspondtng period of the previous year, snowing a decrease in the present crop of 758,403 baies. The exports from all ports for the week were 40,621 bales, against 123,278 bales for the same week last year. The total exports for the expired portion of the cotton year are 1,376,165 bales, against 1,365,984 bales for the same time last year. The stock at all the ports is 490,495 bales, against 651,683 for the same THE BANK STATEMENT.

As anticipated the banks a week ago were at the bottom of their ebb of resources, for the statement presented this afternoon shows a sudden gain of stands at \$4,118,350. The lighter imports of the week have enabled the banks to make a gain of over \$500,000 in specie. An increase of nearly the same amount in legal tenders is not so easily exained, except on the theory that greenbacks held off the market for speculative purposes have been returned to the banks. The deposits show little variation, but the loans are down nearly a million. The statement compares with its predecessor as

	March 2.	- 4	arch b.
Loans	\$252,280,100	\$28	1,342,400
Specie		1	9,186,200
Circulation	28, 165, 400	2	8,122,000
Deposits	210,472,800	210	0,398,000
Legal tenders	43,770,400	4	1,560,900
-The changes in each i		llows	:
Decrease in loans			\$937,700
Increase in specie			852,600
Decrease in circulation			43,400
Decrease in deposits			79,800
Ancrease in legal tenders			790,500
MONEY	STRINGENT.		
		44	CONTRACTOR OF THE PARTY OF THE

business of the day on stocks being at seven, coin plain seven per cent, but the stringency recurred, and the rate advanced to 1-16, which was just the same rate for some days earlier in the week, 1-16 to Monday being 1-32 per day. The dealings in government were almost uniformly at seven per

course of the market is	hown in the table:-
10 A. M 1103	1 P. M 110½ 2 P. M 110½
10:40 A. M 110	3 P. M 11034
12 M 110	5 P. M110% a 110%

In the gold loan market the rates for carrying ranged from 4 to 7 per cent. The operations of the Gold Exchange Bank were as follows:—

Gold cleared. \$23,964,000
Gold balances 1,592,750
Currency balances. 1,981,640
The Sub-Treasury paid*out \$75,000 in redemption of the called five-twenties.

THE SPECIE MOVEMENT.

THE SPECIE MOVEMENT.

The exports of specie from this port during the past week and since the beginning of the year have been as follows:-

Total since January 1, 1872..... \$3,169,161
 Same time 1871.
 9,863,924

 Same time 1870.
 5,846,784

 Same time 1869.
 7,258,534
 THE IMPORTS OF THE WEEK. The total imports of foreign goods during the

week amounted to \$7,170,217.

The amount the previous week, ending March 2, was the largest in the history of the port, viz.:-

1d8:-

. The following were the blds for the railroad

THE CITY BANK STOCKS. The following were the bids for the city bank shares:-New York, 135; Manha ttan, 149; Merquants', 118; Mechanics', 133; Union, 137; America, 146%; Cny, 225; Phentx, 103; Norta's River, 87; Tradesmen's, 146; Fulton, 158; Seventa Ward, 100; New York, 11214; Commerce, 11614; Ocean, 25; Mercantile, 125; Hanover, 102%; Irving, 126; Metropolitan, 138; People's, 140; East River, 110; Nassau, 1951; Corn Exchange, 125; Marine, 185; Commonwealth, 75; Importers and Traders', 168; New York National Exchange, 97; Central National,

161; Fourth National, 112½; Oriental, 160; Gold Exchange, 104; Bankers and Brokers' Association,

STOCES DULL AND UNSETTLED. The stock market was almost stagnant throughout the forenoon, everybody being disposed to await the issue of the hearing in the Pacific Mail case before Judge Gilbert, in Brooklyn, this after-noon, especially as the impression existed that the result would be the signal for a rise or fall in the general market. This intense dulness was attended but without important decline. Erie was exceptionally strong and during this period advanced to 37%. When the news came over the river that Judge Gilbert had committed the case to a referee the "bulls" rushed gleefully into the market and advanced Pacific Mail to 63; but the clique were evidently tired of their long support of the stock, and as the "short" interest had been largely closed up during the week they took advantage of closed up during the week they took advantage of this buoyancy to sell freely, occasioning a decline to 61%; a point not so low, however, as had been reached in the morning, when, in the stagnation curred at 60%. With the afternoon rise in Pacific Mail the general market brightened up and became strong, the tightness of money being en-tirely disregarded, and the week promised to close on a smart advance and strong market. But the tumble in Pacific Mail took down the whole list again, and the final dealings were at pretty near the lowest figures of the day. In the miscellaneous and I. C." (or as it is jocularly termed, "Coffee Cakes and Ice Cream") to 25%. Harlem recovered to 100 and Consolidation Coal to 38 1/4. Hannibal and St. Joseph advanced to 40 on a rumor that the

disposed of next week to the highest bidder in open The State bonds were generally dull, but firm, the new South Carolinas being exceptionally strong, and advancing to 36, but reacting to 34 ½. Virginia

company will offer for the present only one million

of the new increase of five millions, the same to be

HIGHEST AND LOWEST PRICES. The following table shows the highest and lowest prices of the principal stocks during the day:-| Highes | New York Central | 90% | New York Central scrip. 94 | Erie | 37% | Reading | 113% | Lake Shore | 93% | Lake Shore scrip | 90 | Wapselb | 7644 Highest.
 Lake Shore scrip.
 90

 Wabash.
 76%

 Northwestern.
 79

 Northwestern preferred.
 92%

 Rock Island.
 113%

 St. Paul.
 69%

 St. Paul preferred.
 79%

 Ohio and Mississippi.
 45%

 Union Pacific
 36%

 Hannibal and St. Joseph.
 40

 Western Union Telegraph
 70%

 Pacific Mail.
 63

SALES AT THE NEW YORK STOCK EXCHANGE. Saturday, March 9-10:15 A. M.

200 abs West Un Tel. C 70½ 200 abs Erice RR. 200 do. 70½ 600 do. 200 abs Erice RR. 200 do. 70½ 600 do. 60. 200 do. 70½ 600 do. 60. 200 do. 61½ 200 do. 83 200 do. 83 61½ 1000 do. 83 61½ 1000 do. 83 61½ 1000 do. 83 61½ 1000 do. 83 800 do. 85 800 do. 87 800 do. 85 80 10 to 10:30 A. M. First Board-10:30 A. M. 5000 N C 6's, sp tax.... 5000 SC 6's, n, Jan&Jiy SC 6's, o, Oct&Apl. 10000 Cen r'ac gold b.... 15000 Un Pac RR lst m. 5000 Un Pac 7's 1g b... | Monday being 1-32 per day. The dealings in government were almost uniformly at seven per cent. | Prime paper was quoted 7 a 8½ per cent discount. | Foreign exchange was firmer, but dull. The teading drawers advanced their rates to 109½ for sixty day sterling and 110½ for sight bills. | Government its was strong, but generally | pteady. The chief improvement was in the currency sixes. The following were the closing prices:—United States currency sixes, 114½ a 114½; do. do., coupon, 115½ a 114½; do. do., foreitwenties, registered, May and November, 111½ a 111½; do. do., foreitwenties, registered, May and November, 111½ a 111½; do. do., 1865, coupon, do., 1865, do. do., 1864, do. do., 1865, coupon, do., 1 20000 do.... 1000 U Pac 10's, mc... 10000 do... 1000 O & Miss con bds... 4000 St L & Iron M 1st. 1000 U Pac 10's, inc... 83 22 1000 0 & do... ... 82 35 1000 0 & do... ... 1015 1 1000 C, C & I C lat... ... 92 35 1000 C, C & I C lat... ... 92 35 1000 C, C & I C lat... ... 92 35 1000 C, C & I C lat... ... 92 35 1000 C, C & I C lat... ... 92 35 1000 C, C & I C lat... ... 102 35 1000 C, C & I C lat... ... 102 35 1000 C, C & I C lat... ... 102 35 1000 C, C & I C lat... ... 103 5 1000 C, C & I C lat... ... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C & I C lat... 103 5 1000 C, C lat... 103 5 1000 C,

#11000 US 6's, '81. c.... 115'4 #8000 U 8 5-30.c, '65,n.s3 110's 8500 do..... 115'4 17000 do..... 110's 4000 US 5-30's, r, '65,n. 110's 5000 U8 5's, '81, c.... 114's

CLOSING PRICES-4 O'CLOCK P. M.

ANOTHER TRUNK MYSTERY.

A Box Found at a Station in West Virginia with a Mutilated Human Body in It. WHEELING, W. Va., March 9, 1872.

A box shipped on the Baltimore and Ohio Railroad from Cincinnati to Thornton, W. Va., was accidentally broken open in transferring at the depot to-day, and disclosed a mutilated human body. The head, 1938, arms, hands, &c., were completely severed i. Om the body.

THE REAL ESTATE MARKET. BROOKLYN PROPERTY.

Growth in Population, Expansion in Area and Character of Development of the Sister City.

ITS RELATION TO THE METROPOLIS.

Reason of Extravagant Assessments and the Remedy Proposed.

EXISTING EVILS.

What is Wanted to Stimulate Fresh Activity in Real Estate.

PRESSING NEEDS.

Better Ferries and More Frequent Cars the Great Desiderata.

INSUFFICIENT INFORMATION

In considering the subject of real estate from the confine our remarks to property within the corpo-rate limits for this city. The influence of New York values is far wider than the mere political boundaries of the metropolis. On every side, within a radius of twenty-five miles, is feit the action of metropolitan growth, and Long Island, Westchester county, New Jersey and Staten Island real estate is all affected, in a greater or less degree, by the causes operating to excite movement and appreciation here, directly, it may be said, within the area mentioned, and, inferentially beyond that circuit. First in order of these suburban districts, and greatest in the extent to which it has received and developed the principle of growth and expansion from New York's overflowing population, is the sister city, and BROOKLYN PROPERTY

to-day in its marvellous appreciation offers an almost parallel instance with that of Manhattan Island itself. The growth of Brooklyn as a city is remarkable, and is, in fact, but the growth of the metropolis itself, making of the East River a mere marine street. In 1840 the population of Brooklyn was only 36,000; it is now 400,000. At that time, beyond the immediate vicinity of the Fulton ferry, Brooklyn was a mere straggling settlement, with the whole of what are now populous wards farms in the possession of descendants of King George's Hessians, who deserted in whole companies during the famous campaign on Long Island in the war of the Revolution and settled there. When the wave of metropolitan population sweeping up Manhattan Island attained such force and .volume as to be no flood and spread over the adjoining waste places of Long Island and New Jersey like an inundation. With reference to Brooklyn, the great attractions it has presented, which have stimulated its settlement, have been ease of access, convenience to the business portions of New York city and cheaper rents. Thus its expansion has been steady and constant, into the interior of the island with a rapidly increased area that, by keeping down real estate values, still stimulated the movement of population thither. In this way has the city spread itself over AN AREA GREATER THAN THAT OF NEW YORK City, with less than one-half the population, and in this rapid expansion, and the opportunity for the same to an aimost unimitted extent still afforded, we find the explanation of the great difference between New York and Brooklyn reaf estate values. In other respects, however, the subject of real estate in the two cities presents itself in a widely different aspect. The growin of New York is imperial, in a sense; it is the growin of the commercial capital of the country, the centre of trade and finance, the great 'Change of the Continent. Its future points to a period of magnificent improvement, of which there are abundant signs already, and a competition for a place within its limits that will extend throughout the entire country. Brooklyn, on the contrary, is but a suburb, and while presenting signs of a brilliant future and the promise of much increase in weath and grandeur, still it will always remain suburban in its character and condition, and even if finally annexed to New York city will continue to bear the stamp of social inferiority. This instinct has governed all real estate livestime the fronklyn. values, still stimulated the movement of population

city will continue to bear the stamp of social inferiority. This instinct has governed all real estate
investments in Brookiyn, except along the water
front—properly regarded as a part of the shore
line of tais city—which have invariably looked forward to a more moderate appreciation and less
costiy improvements than in New York. Besines, such investments are usually of a
more permanent character in Brooklyn and
more freier distributed among small capitalsts. It
is probable that there are five to one as many
people own the houses they live in in Brooklyn as
in New York, the former city having been for years
the favorite locatity with thousands of men of moderate income, whose ambition this has been. There
has also ocen less speculation in real estate in
Brooklyn than in New York, the prospective profus
offering less opportunity as well as inducement for
the employment of capital in that way. We are not
to be understood, in speaking thus of

THE CHARACTER OF BROOKLYN'S GROWTH
and improvements, to infer that its inferiority to
New York is such as to rob it of all excellence of its
own. On the contrary, Brooklyn has many fine
avenues and noole streets, built up with spiendid
residences, and offering numerous attractions to
persons seeking quiet, healthul localities. It is
provincial, however, in the sense that it is not
metropolitan, and that its wealth and the stimulus
to its prosperity is tae product not of local activities, out its vicinage to the great city, and is upon a
much lower plane of values from the assence of
national rivairy. We have already spoken of the
rapidity of its expansion and extension towards
the interior of the island. This expansion has, indeed, been too rand and affords an explanation of
the heavy assessments for street opening, sewerage,
laying water and gas malus and other local improvements that have operated somewhat as a
check upon improvements of the kind mentioned in the city propose to the built up limits,
someody else came along and built a couple of
block's furt

nowever, to supply, in which the sport of reform, now so active, may be profitably employed. The local journal, in a recent article upon "Rents and Real Estate," has some observations which, by their exaggeration, point out what these are, "The more rapid growth of Brooklyn, as compared with New York," it says, "80 owing, not marely to the fact that this city offers more attractive homes in a more orderly and better governed community, but that by offers them at a much cheaper rate. The citizen of moderate income who on the other side of the river is driven to boarding house life may on this side establish for himself a comfertable and

independent household. The down town business man may cross the ferry and at the end of a few minutes' waik find a dwelling for less than he could procure the same accommodation after a tectious ride in a horse car to Hariem. He saves not only money, but what is as valuable—time. Fifteen or thirty minutes bring him to his home in Brooklyn, while he could not reach it within an hour in New York. This difference suffices to explain the drift of population to this city."

Here are several points at once that call for improvement. In the first place, recent events forbid the assumption that Brooklyn is a "more orderly and better governed community" than New York, and those who are obliged to travel home from New York late at night find the absence of that security in the streets which they should feel in an orderly and well governed community, and also are put to very serious inconvenience by delays in the streets which they should feel in an orderly and well governed community, and also are put to very serious inconvenience by delays in the streets which they should feel in an orderly and well governed community, and also are put to very serious inconvenience by delays in the same to get to his home in Brooklyn during the day, but even then he must both live and do business in the neighborhood of the same lerry. We do not say that there are not advantages of this kinu in a residence in Brooklyn, but they should be much extended. Every principal line of railroad should be compelled to run cars all night, and at more frequent intervals. It might not pay at first, but once established as a system would soon atimulate travel to that point. In the matter of ferry accommodation the Eastern District ferries are a disgrace to both ciues, and we cannot understand the supineness of the Eastern District on the vides and real estate owners who do not demand of the cipilature redress in this matter. It is safe to say that the proper improvements suggested the closing paragraphs of the article above quoted from are not extravag inducements. With the bridge and a system of rapid transit completed those inducements will be muli'iplied. Under their stimulating influences Brooklyn will enter upon an era of development unparalleled even in her own history. They will have reason to felicitate themselves who, in this day of comparatively low prices, make prudent and profitable investments. These prices suggest the golden moments which far-seeing capitalists cannot fall to improve by putting themselves in a position to take advantage of the inevitable upward tendency."

fail to improve by putting themselves in a position to lake advantage of the inevitable upward tencency."

Of the present condition of the real estate market in Brooklyn we can only say it is firm, promising, with the revival we have in previous articles pointed out in this city, fresh activity. Some few transactions are reported in Prospect Park lots, but outside of this and the sale last week, already reported here, there is not much to note. There is much interest feit in respect to water fronts now, on the disposition manniest for the European steamers to seek wharf room across the river. The recent extending of the pier head line has also excited great interest in this description of property.

Miscrillaneous Facts.

We have received numerous reports of private sales in this city and vicinity; but, in the absence of full particulars respecting the terms of sale, precise locality of the property and the names of parties to the transactious, cannot give them as reliable quotations. Such reports, if correct, are too imperfect to furnish intelligent data upon which to base any assumption of comparative values, mere isolated transfers in any locality being usually so qualified by special circumstances as to rather confuse the proper judgment of the market than assist its determination.

We have said nothing respecting the effect of the completion of the bridge upon Brooklyn property, or of the proposed submarine tunnel from Wali street. The first has been already largely discounted in men's minds, while the latter, with projected schemes of rapid transit, underground, surface and elevated, are too far from completion to induence the market at present.

THE OLD DODGE.

How a Poor Farmer Was Robbed of \$350. the interior of Pennsylvania, arrived at Jersey City on his way to Portland, Me. On his way across the river he was met by John Roberts, a very agreeable person, who worked his way upon reaching this side they were as intimate as old cronies. Roberts ascertained that

intimate as oid cronies. Roberts ascertained that Ross was on his way to Portland, and asserted his intention to accompany him; said that he was a large shipper of merchandise, and desired Ross to accompany him to a house where he desired to pay a bill. They sauntered up the street, and when near Broadway were of Roberts, who desired the latter to settle an old account. Roberts fumbled in his pockets, produced a cheek, saying that he nad no available funds, but would give the draft. The friend declined, saying that he required ready cash—perhaps Roberts' friend would cash the check. Ross was appealed to, who advanced \$350, with the understanding that it was to be returned to him at hight. Ross and Roberts then proceeded to the Boston boat, where Roberts left Ross, saying he would go ashore for a few minutes and purchase a canary for his wife. Roberts failing to return Ross notified the police. Roberts was arrested on Thursday last and committed in default of \$2,000 by Judge Dowling.

A TERRIBLE EARTHQUAKE.

Destroyed-The Killed and Wounded. On January 16 an earthquake destroyed the city

Schemacha, in Russia. According to the official re-port 118 persons were killed and forty-four wounded, but all the inhabitants were left without shelter. Schemacha is, or rather was, a city of 25,000 inhabitant, and lies on the road between

SHIPPING NEWS.

Almanac for New York-This Day.

Sun rises...... 6 20 | Moon sets....eve 7 29 Sun sets...... 6 02 | High water...eve 9 29

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL.

Steamer.	Stills.	Destination.	Office.
Nevada	Mar 13	Liverpool	29 Broadway.
City of Bristol	. Mar 14	Liverpool	ils Broadway.
City of New Y'r		wiverpool	15 Broadway.
Hermann		Bremen	2 Bowling Gre
Australia		Giasgow	7 Bowling Gree
Wyoming	. Mar 20		29 Broadway.
City of Limerick	. Mar 21	Liverpool	la Broadway.
C of Washingto		Liverpoot	115 Broadway.
Europa	. Mar 23	Glasgow	
Ville de Paris,			105 Broadway.
Minnesota	. Mar 27	Liverpoot	
Atiantic		Laverpoot	
Idaho	Apl 3		29 Broadway.
Baltic	. Apl 6	Liverpool	19 Broadway.
Pereire	. Anl 6.	Havre.	158 Broadway.

PORT OF NEW YORK, MARCH 9, 1872.

Steamship City of Bristol (Br), Phillips, Liverpool-John G

sie. Steamship France (Br), Thompson, Liverpool—F W J urst. inrst.
Steamship Bremen (NG), Willigerod, Bremen via South-mpton—Oelrichs & Co.
Steamship Sidonian (Br), Ovensjone, Glasgow—Henderson ian (Br), Ovensjone, Glasgow-Henderson ros. Steamship Washington (Fr), Rousseau, Havre-George Steamship Washington (Fr), Rousseau, Havie Book Inckenzie.

Steamship Thorwaidsen (Dan), Berninger, Stockholm-unch, Edye & Co.

Steamship City of Houston, Pennington, Galveston via Key Nest.—C H Mallory & Co.

Steamship Gen Meade, Sampson, New Orleans—Frederic

Steamship Cortes, Whitman, New Orleans—H B Cromweil & Co.
Steamship Asbland, Moore, Fernandina—Jas Hand.
Steamship Huntsville, Crowell, Savannah—R Lowien.
Steamship Huntsville, Crowell, Savannah—W R Gurrison.
Steamship Champion, Lockwood, Charleston—H R Morgan & Co.
Steamship Fanita, Doane, Wilmington, NC—Lorillard
Steamship Frances Wright, Morgan, Wilmington, NC—
Washington & Co.
Steamship Geo B Upton, Roberts, Norfolk, City Point and
Richmond—Washington & Co.
Steamship Odo, Steamship Odo, Steamship Odo, Steamship Odo,
Steamship Done, Gloson, Winters, Georgetown, DC—G B
Merrick.
Steamship Denefactor, Jones, Philacelphia—Lorillard
Steamship Co.
Steamship Co.
Steamship Wanoster, Baker, Boston—H F Dimock.
Steamship Wansatta Fish, New Bedford—Ferguson &
Wood
Bark Columbia (NG), Shumacher, Bremen—Funch, Edye
& Co.
Bark Mangerton (Br), Wrangies, Rotterdam—George F

Co. Bark Mangerton (Br), Wrangles, Rotterdam—George F inliey.

Bark Courser, Marsden, Tarragona—Noah Emery.

Bark Gallise (Dan), Niden, St Croix—Funch, Edye & Co.

Bark Elba, Peterson, Havana—Jas E Ward & Co.

Bark James McCarty, McCarty, New Orleans—R H Drumnond & Co.

Bark James McCarly, McCarly, New Orleans - H Drum-mond & Co.

Brig Edith, Connolly, Mayaguez - Nagal & Cuevas.

Brig Caroline Eddy, Gunn, Havana - Jas E Ward & Co.

Brig Isabei (Br.), McLaren, Cienfuegos - Hatton, Watson & Co.

Brig Excelsior (Br.), Mayor, Hamilton, Bermuda - Duncan

McColl.

Behr Charles E Elmer, Corson, Key West-Slaght & Petty, Schr Maggie McDonald, McAllister, Musquito Inlet.-Van

Julia R Floyd, Squires, Georgetown, SC-E D Huribu

ARRIVALS.

REPORTED BY THE HEBALD STEAM YACHTS.

Passed Through Hell Gate.

BOUND EAST.

Steamship Neptune. Baker. New York for Boston.
Steamship Wamsuits. Fish. New York for New Bedford.
Schr H Bisckman, Brown, New York for Providence.
Schr Wm Farren, Lindsiy, Virginia for New Baker.
Schr Mary B Reeves, Balley, New York for Poston.
Schr Mary B Reeves, Balley, New York for Boston.
Schr Mary Kennedy, Ford, Lilzabethport for Milford.
Schr Henrietts, Jones, Weehawken for Norwich.
bteamer Albatross, Davis, New York for Fall River.

SAILED.

Steamships City of Bristol, for Liverpool; France, do; Bremen, Bremen; Washington, Havre; Isidonian, Giagow; City of Houston, Key West and Galveston; Gen Meade, New Orleans; Cortes, do; Ashland, Fernandina; Magnolia, Savannah; Huntsville. do; Champion, Charleston; F Wright, Wilmington, NC; Fanita, do; Wyanoke, Richmond. &c; Geo Upton, do; John Gibson, Georgetown, DC; Benefactor, B Upton, do; John Gibson, Georgetown, DC; Benefactor,

Philadelphia.
The following vessels have sailed during the past week:—
March 3, brig M M williams; 4th, ship Tait Sing; bark Wilheimine; 5th, barks Idaho, New York; brigs Giance, Lochnagar; 6th, brigs Annie S, Centaur; 7th, snip Therese; barks
victoria Perez, Andaman, A Kobe; brigs Sarah Crowell,
Saifnas; schrs Rebecca Ann, Impulse; 5th, ships Durham,
Glad Tidings; barks Prindesses Alexandra, Tai-Lee, Ankathor, Lavenga Secondo; brig Rio; schr Lizzie Batchelder.

Ship Sanduszy, 1018 tons, owned by Mesars Sturges. Clear-man & Co, was taken on the large sectional dock foot of Rut-gers street yesterday afternoon for examination. Steamship Champion, 1452 tons, of the Charleston line, was lowered from the large balance dock foot of Pike street on

Toursday, after cleaning bottom.

Tugboat May Clinton was lowered from Mesars Merritt &
Townsend's dock, foot of Gouverneua street, yesterday, after

Townsend's dock, too of townsended to posterior, sales adjusting wheel.

The People's dry dock adjoining has had up during the past few days towboats Unit, Nutter, and Belle, all for slight repairs, and brig Samuel T Holbrook, 247 tons, for oxamina-

on Thursday, after having her metal patched, and was followed by brig V H Hill. for the purpose of being stripped of

lowed by brig V H Hill. for the purpose of being stripped of her old metal, calked and painted.

On Friday the propeller O A Arnold was raised on the cen-tral screw dock to have some new plank placed in her bot-tom, she having been injured by the ice.

Yesterday the new propeller Spray was raised on the smaller dock, and is still on.

The Queen of England has presented, through the State Department, an elegant binocular glass to Capt John Gales, of the American schr Delmont, of Portland, as a mark of eratilized for his services in resenting three of the crew of

gratitude for his services in rescuing three of the crew of the British ship Nonpareil, of Newcastle, which, while on a voyage from Bombay to New York, was sunk in a severe

BRIG REDWOOD (of Newport), from Havana, via Fortress Monroe, for New York, put into Newport PM, 7th inst, for a harbor. Capt Melville reports heavy weather on the coast, He took a pilot on Monday last, when off Cape May, from New York pilot boat Washington, No. 22, and made a fine run to within five miles of the Highlands, where a steam tug took hold of the brig to tow her in. The wind soon came out from northwest, accompanied by a thick snow storm, which caused the tug to "let go," and the brig was "blown of." Some of her crew are frost bitten, her water casks stove, and she has split some of her anils, and when she anchored she had on board only 16 gallons of water. She is badly iced up, her crew trost bitten, had when she anchored she had on board only 16 gallons of water. She is badly iced up, her crew trost bitten, and was obliged to get assistance from the Brenton's Reed Light reasel to work her into port. Her cargo of molasses is all right.

all right.

ERIG HARRIET, at Fortress Monroe 2th from Aguadillal reports fearful weather on the coast. On the 4th inst, 70 miles SE of Cape Henry, passed a water-logged ship, with mizzenmast standing, also passed another week St inst, 70 miles E of Cape Henry.

BRIG VILLAGE BELLE (Br), Crane, from New York, arrived at Hallfax 7th inst, with deck cargo stove,

. Marine Disasters.

The schr will probably be got off. (The Belle of the Bay in

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Crescent City, Van Sice, Havana March 2, via
Rasau Sth, with mides and passengers, to the Atlantic Mail
Steamship Co.

Steamship Co.

Steamship Co.

Steamship Co.

Steamship Virgo, Steamship March 5, with mide
Moscile Shoals.

Steamship Virgo, Ruikley, Ravanah, March 5, with mide
and passengers to Murray, Perris & Co.

Bark Emperor (Br), Duckey, Awannah, March 5, with mide
and passengers to Murray, Perris & Co.

Bark Emperor (Br), Duckey, Awannah, March 5, with mide
and passengers to Murray, Perris & Co.

Bark Emperor (Br), Duckey, Amor, Oct 22, with teas, &c,
to Peabody, Willis & Co.

Passet Cape of Good Hope Dec
30; nad moderats southeast trades, and crossed the Equator
Jan 25, in log 33 30; had 5 days heavy weather off Cape Hatcera, and from thence 14 days strong northwest and northeast gales. Dec 4, it 20 30 S, lon 73 E, had a heavy cyclone,
wind veering from east to west by south, with
terrific aqualls and mountainous seas; ship labored
heavily, straduing her considerably; blew away closereefed topsalls, and wrenched off two main chains
plates and other gear, the sea boarding the vessel from all
directions; Nov 10, off St Berbe Island, spoke bark Chanticlear (Br), from Macao for London; 16th, in Gaspar Strait,
brig Jas Wilson (Br, from 'Foo Choo for Meibourne; Dec
S, latt 32 40 S, lon 31 6 E, ship Gor Troop, whiler, from New
Holland, for Table Bay, with 1,300 bbis of sperm and 400 do
whale oil; Jan B, latt 21 18 S, lon 2 25 E, ship Florence Nightingale (Br), from Foo Choo for London; 25th, 'at 00 35 S,
lon 32 9 W, brig Taria Topan, from Musea for Boston.

Bark Annetta (Br.), Fleming, Cardenas II days, with sugar
to P I Newing & Sons. Was 10 days north of Hatteras, with

Common Fists, near Chatham.

SHIP ON FIRE—Capi Black, of schr Anna Sims, at Savannah Sth inst from Nasau, reports Sth inst, 1st 31. Jon 38 20, 75 miles SE of Tybee, saw a ship on fire, with three schooners near by.

VINEYARD HAVEN, March S—A violent gale from NW commenced here at ten o'clock on the night of the 4th, and has continued until the time of writing, at 15 M of the 6th, with the colpeat weather that has been known here for several years. Schr Caivin (of New York), Clark, from Muschan Start of the 4th and dragged ashore same night, on the cast side of the harbor, near Lure's wharf, where she lies in an easy position, and will probably be got off when the wind moderates, after discharging her each load of lumber. The Caivin has four feet of water in her this morning. Miscellaneous

Miscellancous.

We are indebted to purser Magna, of the steamship Crescent City, from Havana, for the prompt delivery of our files and despatches.

We are indebted to purser Chas F Burke, of the steamship Virgo, from Savannah, for his attentions.

SHIP WASHINGTON, Chase, from Liverpool Dec 16 for New York, put, into Early are to Early Advanced.

New York, put into Fayal previous to Feb 17 ah sions; would sail for destination Feb 18. sions; would sail for destination Feb 18.

Notice to Mariners.

Spoken.

Ship Harvest Queen, Jansen, from Liverpool for New York
Jan Sl., lat 25, lon 30.

Bark Marco Polo (NG), Hansohild. 54 days from Penang
for New York, Jan 26, lat 17 26 8, lon 3 12 W.

Foreign Ports FAYAT, Feb 17—Arrived previous, ship Washington, Chase, Laverpool for New York, to sail 18th.

HARAMAN MARCH 7—Arrived, brig Village Belle (Br), Sailed 7th, brig Isabel, for New York; schr Lottie (Br), Sailed 7th, brig Isabel, for New York; schr Lottie (Br), Hearne, Philadelphia-Quernstown, Feb 19—Arrived, Francisco, Matarasa, New York; 20th, Esau, Marasse, Philadelphia, Also arrived March 9, steamship Algeria, Le Messurier, New York for Liverpool (and proceeded).

C Clary.

BALTIMORE, March 8—Arrived, brig Iris (Br), Downey, Cardenas; schre Maria Pierson, Grant, Jersey City; J B Clayton, Champion, Boston.

Cleared—Steamship Wm Crane, Howes, Boston via Norfolk; schr John J Ward, Imman, Jersey City.

Salied—Steamship Austrian, for Liverpool; ship Annaponis, do; bark Alpina, Belfast, i.; briga Lord Napier, do; Ceredig, Newry, I.

CHARLESTON, March 6—Cleared, schr Matthew Kinney, Barter, New York via Darlen, tis.

CHARLESTON, March 6—Cleared, schr Matthew Kinney, Barter, New York via Darlen, tis.

Sch.—Salied, steamship Manhattan, Woodhull, New York.

FORTRESS MONROE, March 6—Arrived, brig Harrict, Aguadilia; schr Jos Hay, Greenper-Arrived, brig Harrict, Aguadilia; schr Jos Hay, Greenper-Arrived, Polin.

KEY WEST. March 8—Salied, steamship Wilmington, Holmes (from New York), Galveston.

MOBILE, March 6—Arrived, ship Albert Gallatin, Chandler, Liverpool.

NEW ORLEANS, March 4—Cleared, bark Tremont, Small, Clenfuegos: Franklin (Nor; Hassel), Cronstadt.

SOUTHWEST PASS, March 4—Salied, ship Leabla.

NORFOLK, March 6—Arrived, schrs Ruth N Alwood, Remp, Boston; George S Fogg, Collins, Providence: G H Hoyt, Lippincott, New York.

7th—Arrived, bark Runer (Nor), Bricson, Liverpool.

Rh.—Salied, schr Aldana Rokes, Rowe, New York.

Arrived—Steamship George Appold, Loveland, Boston; Schr J V Weilington, Chipman, Rockport.

NEW BCDFORD, March 8—Arrived, Schr Dirigo, Chadbourue, Wood's Hole, to load for the South.

Sh.—Salied, schr Sarah Wing, Hozie, New York.

NEW PONT, March 8—Arrived 7th, brig Redwood, Melville, from Carcenas for New York as fast in the lee.

Arrived previously, Schrs Etta E Sylvester, Goodspeed, and Wm Buller' Knowlton, Virginia for Providence.

NEW LUNDON, March 8—Arrived, schr Lottle E Cook, Janvin, Tanjier.

The following resease were boarded and examined by U Senters.

druf Sims, Harris, Virginia, with wood to T G Senton & Son. Schr Mary Haley, Haley, Baltimore, with coal to Slaght & Schr Eary Haley, Haley, Ballimore, or New London, Had heavy weather; lost and split sails.

RETURNED—Bork Orpheus (NG), Bellmer, hence for Philadelphia Sth inst, to Theo Ruger. Returned on account of the equitority storm. Schr Hannie Wessbrock, Littlejohn, Portland for New York, with lumber to Jed Frys Co.

Another lumber laden schooner, from New Brunswick for New York, In tow.

Steamer Ospray, Kenney, Fall River for New York, with mose and passengers, to Isaac Odell.

PENSACOLA' March 5-Arrivel, ship Constance (Br),

Cleared-Steamship Yaxoo, Catharine, New Orleans via.
LEWES, March 8—The following sobrs remain here for Phitadelphia:—Samuel McManemy, H B McCauley, Aleyone and Ida L. The Emma Heathers sett under sail last night. The America went down to Prescott this A M, and had not yet returned at 3 P M. Bark Pensitivania, from above, is anchored off harbor; is reported to have lost her anchore by the lee below Marcus Hook. During the snow storm on Monday night is at the short ida L there), from Boston, was in collision with a schr about nwe miles off Henlopen; prebably the Harry Conrad, before reported by New York papers. Three must assumer went out at 1 P M. PROVIDENCE, MAR S—No sailing vessel arrived at or sailed from this port Pricas, frozen in at Dutch Island Among are the E H Atwood, Norris, and George Fales, Hall, from Providence for Baltimore; Rio, Nutter, and Frank Herbert, trowell, from do for New York; Pecora, Carll, from do for Philadelphia; Ann bliza, Caswell, Somerset for New York; Datue, Taylor, and W A Crooker, Baxter, Boston for Philadelphia, and others.

RICHMONE, March 7—Arriver, steamships Isaac Bell, RICHMONE, March 7—Arriver, steamships Isaac Bell,

ter, Boston for Philadelphia, and others.

RICHMONE, March 7—Arriver, sieamships Isaac Bell, Blakeman, and Wm P Clyde, Scott, New York.

Salled—Schrs Henry Landell, Taylor, New York via Old Fort; J S 19ns, Intersoll, do via lower James.

SAVANNAH, March 9—Arrived, bark John Arnell, from rdenas. Cleared-Steamship San Salvador, Nickerson, New York; ip Jas Jardine, Liverpool; schr Gamma, Providence. SALEM, March 7—Salled, schr Juno, Pedrick, Oayenne. In port 7th, PM, wind NW, schra E G Knights, and His-

The Herald Almanac.

To the Mariner, no matter from what port he hails or where bound—whether navigating mid-ocean or entering home or toreign port—the Herald Almanae will prove a safe and unerring guide to avoid all recently discovered and reported dangers. Under the head of "Mariner's Guide" is collated the "Notices to Mariners" issued during the year 1871 from the Trinity House, Admiralty, London; the Hydrographic Office, Washington, and the various Navigation Boards throughout the world, specially published in the Herald, from whose columns the "Guide" has been compaided. The warnings, directions and information therein contained will make the Herald Almanac almost as indispensable to the pilot and the mariner as the chart, the sextant and the compass. In addition to this invaluable guide, and heading it in the order of its own peculiar usefulness, is given well cut diagrams of the weather signals adopted by the government at Washington for the benefit of our merchant marine and naval service, with explanations of the same. The information thus imparted renders the Herald Almanac a necessity in the hands of mariners at sea, on river or lake embraced within the American Continent. Price 25 cents, at which price it is forwarded free by mail to all parts of the United States.

Shipping Notes.

The past week has been a very poor one for ship repairing, as the ice floating in the river has prevented the mooring of ships. Added to this, the number of vessels in port is unusually small, owing to the recent prevalence of westerly winds.

Ship Sandusky, 1018 tons, owned by Mesars Sturges, Clear-SALEM, Narch 7-Salled, schr Juno. Pedrick, Oayanne. In port 7th, PM, wind NW, schrs E G Kuights, and Hiswaths.

Ward, Bray, Wechawken for Boston; Lucy Lee, Smith, Hoboken for do. Belle Hwos, Elizabethport for do. Actavater Miller and Crowell, McDonald, do. for Gloucester; E Catles, and Elizabethport for do. Actavater Miller and Crowell, McDonald, do. for Gloucester; E Catles Freeman, do for Belfast; G P Day (Br.) McBride, dor Hellitang Crowell, McDonald, do. for Gloucester; E Catles Freeman, do for Belfast; G P Day (Br.) McBride, dor Hellitanger; Henrictts Simmons, Gandy, Beverly; Ringleader, Share, Bockland for Norfolk: Charles A Higgins, McIntosh, Turk's Island for Portsmouth; Ringleader, Share, Bockland for Norfolk: Charles A Jones, Gffdin, Boston for Richmond, Va.; H T Townsend, Hersey, and Grace Cushins, Balley, Portland for New York; Pints, Clark, Eastport for do; Bennal, Titus and Adrian, Everett, Rockland for do—the latter with loss of anchor during the gale; Catacean, Reich, Provincetown for do; Ada Lalian, Owen, Pembroke for do; Vulcan, Crockett, do for New Haven; Mary Lee Newton, Murphy, Calais for Washington, DC; Sunbeam, Kelley, do for Baltimore; Sedona, Wall, Vinsihaven for Philadelphia; G W Rawiev, Harrle, Rockport, Me, for Wilmington, NC. Sth, wind blowing a gaie from NW. Arrived last night, schrs Harry White, Hopkins, Fernandins 18th inst, for Boston; Calvin (of NT), Clark, Masquash, NB, for New York; Pints, Gracks of Hoston; Kit Carson, Reich, Plaine, Harrie, Sth, Wind bowing a gaie from NW. Arrived last night, schrs Harry White, Hopkins, Fernandins 18th inst, for Boston; Calvin (of NT), Clark, Masquash, NB, for New York; Pints, Gracks of Hoston; Kit Carson, Reich, Plaine, Highns; Leona, Wiley and Alice, Bennard, Wiley Hights (Bennard, Highns; Leona, Wiley and Alice, Bennard, Wiley Hights, Henrald, Shallen, Villand, Freeman, Paine, Newcastie, Del, for Portland.

**Mh. 9 AM, wind NW, harbor filled with ice, the first time for the season.

The PM-Arrived Schrs Lettie Wells, Watson, Jackson-w

Chop.
WILMINGTON, NC, March 6—Arrived, steamship Regulafor, Freeman, New York.
Clearel—Schirs Palma, Rankin, New York; Emma D Endicott, Endicott, Havana.

MISCELLANEOUS.

A - BANKRUPT STOCK OF IMPORTED REAL sale, offering at one-third set ost. Call and examine. Bargains in China and Glass.

Molewee & PUTNAM, 601 Broadway. A -A-A-ALTOGETHER THE CHEAPEST PLACE to purchase Gas Fixtures, Chandellers, Brackets, &c., is 601 Broadway. Come to headquartess, without intervaltion of gasitters.

MCLEWEE & PUTNAM, 601 Broadway. A -A.-A.-AT 601 BROADWAY M'LEWEE & PUT-nam's Crystal Prismatic Iduminations for day and night signs: most sparking and croamental. Call and see. MolEWEE & PUTNAM, 601 Broadway.

A NICOL, DAVIDSON & CO., 686 BROADWAY,

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are offering special bargains
in China, Glass and Silver Flated Ware.
Complete French China Dinner Sets, handsomely decorated,
\$85 per set. Dossert, Tea and Tollet Sets in proportion.
White Logistal Dinner Sets, \$30 per set.
Decorated English Dinner Sets, \$30 per set.
Silver Pinted Tea Sets, 6 pecces, \$65; spoons, \$7
dozen; Forks, \$7 dozen; Teasuoons, \$3 50 dozen; Ivory Handled
Table Knives, \$75 dozen.
N. B.—French Porcelain, decorated to order in the highest
style of art, with creats, monograms, flowers, fruits or
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SUM LETTIE WELLS, at Vineyard Havee, sailed from Sciff Lettie Bells, at Vineyard Havee, sailed from Jacksonville Har on the 53th uit, and experienced a constitution of heavy gales the entire passage. On the 2nd innt, lat \$80, ton 74, the again from NE, was thrown on her beam ends and lost part of deckload of lumber, and during the last two days the vessel toed up so badly that on her arrival was almost unmanageable on account of the continued accumulation of lee, the vessel being tipped 15 lackes by the head, with sails split and crew frostbuten.

Schill Brills or analysis. KIN DISEASES.

PERRY'S IMPROVED COMEDONE AND PIMPLE REMEDY.—The Skin Medicine of the age. Is warranted to cure Fiesh Worms, Fumply Leruptions and Biotched Disagurations of the face.

Propared only by Dr. H. B. PERRY, Dermatologist, 49 Bond streat, New York. Sold by druggists everywhere. with sails split and crew frostbitten.

Schill Brills of The Bay, Emmons, before reported sanore on Saybrook bar, is from New York for New London. She went on night of 5th, through mistaking the lights, and remains there full of water. The crew remained on board until morphar, when they came sabore in their boats.